THE DARIEN CANAL

Operations of the Surveying and Exploring Expeditions Completed.

End of a Weary March-Explorers 120 Days in the Woods-Height of Dividing Ridge 763 Feet-Meeting of Surveyors on the Summit-Facts Established by the Expedition.

Wreck of the Resaca's Twelve-cared Launch on the Coast-One Man Devoured by Sharks-Loss of the Mails and Specie-Sufferings of the Crew-Heroic Conduct of the Officer.

The Tuyra-Atrato Route and Its Characteristic Features.

58 BOARD UNITED STATES STEAMER RESAGA. CHIPAGANA, TUYRA RIVER, May 12, 1871. }
The operations of the expedition are drawing to a close. Delays and disappointments have protracted the labors of the explorers far beyond expectation, and since the rains season set in progress has been side will arrive on board the Resaca in about eight days, when that steamer will at once clear for Panama. Indeed, all the work has been accomplished with the exception of five miles of a line, being the remainder of that drawn from the mouth of the Paya river to Pinogana. But enough is already known of the character of the country and its surroundings to induce the opinion that the feasibility of the Tuyra-Atrato route for an interoceanic cana is not so favorable as it hitherto has been. After months of labor the most difficult and harrassinglabors accompanied by perli, sickness and privation, yet prosecuted with a zeal that must win admiration of the community-the dividing ridge has at length been arrived at. A careful, thorough and reliable survey shows its altitude to be

SEVEN HUNDRED AND SIXTY-THREE FEET. This differs considerably from the elevation found by Commander Schridge when making his reconnoisance in Japuary last, but the surveyors in this instance kept more to the southward. Howbelt, that is the height of the "divide," as determined by the expedition. Bearing in mind that to obtain the most feasible, cheapest and most expeditious route was the great object in view it is not improbable that those whose knowledge and experience in this part of the country enables them to form an opinion on the subject-and there are very few belonging to that class-would at once pronounce against this route, owing to the mountainous barriers, the vast expense that would be incurred in cutting, and the great distance from ocean to ocean. To decry any practicability requires substantial facts. The commander of the expedition, now that the survey has een almost completed, does not claim success the undertaking, nor yet admits failure in the discovery of a route. The matter, he contends, must worked out until the end, and then only can n final judgment be expressed. It is evident, however, that the earnest anticipations which were formed a few months since have not been realized, either in regard to the height of the "divide" or the natural features of the country. In fact, the route from Capica Bay to the Atrato by way of the Napipi, surveyed in April, is thought to be much superior to the Tuyra-Atrato route for the purposes intended. Either the surveyors have not carried out to the letter the instructions given them or the previous knowledge of the country conveyed for the guidance of the expedition was incorrect, which is very probable. Certain it is that the result of the long and weary investigation through regions comparatively unknown has not fulfilled the bright hopes cherished at the start. The survey must speak for itself. Its accoracy cannot be questioned, and in case the route should be declared impracticable no tuture surveying expeditions will ever come this way, for nothing has been left undone since the undertaking was commenced. As previously mentioned, not once but many times, if a canal route existed at all in this direction this expedition would surely find it. Establishing the fact even that it did not exist must be regarded as

AN IMPORTANT RESULT, as it diminishes the field for surveys that may take place in time to come. Now it is easy to chronicle the altitude of the "divide"-an announcement for which the entire members of the expedition and all interested in its progress have waited in patient expection for months-it is easy to mention it as the result of a severe and troublesome survey but now the explorers reached it, connecting the line from the Atlantic to the Pacific, what painful anxiety the en terprise engendered. What safferings were endured in the progress of the work, are matters which few pause to consider. The operations throughout have not been devoid of interest, and while hardships have been undergone with the greatest willingness; while parties have pushed forward through the woods under circumstances the most adverse and depressing, few regret having accompanied the expedition, for the experiences which it created were rare in the extreme. The party from the Gu f of Darien has been nearly five months in the woods, and the explorers on the Pacific have been gone since the middle of February. When they first started on the survey it was supposed that it could be completed within six weaks; but the rough caaracter of the country and the difficulty experienced

started on the survey it was supposed that it could be completed within six weeks; but the rough caaracter of the country and the difficulty experienced in transporting provisions on both sides retarded the progress of the work. For weeks neither party was heard from. At one time the bends of the river were followed up; then again the party would strike directly into the woods, and so it was oftentimes difficult to mention the exact locality in which the labors were being carried on. In previous letters the entire route and its characteristic features have been unly described. Now that the survey has been nearly completed, it will only be necessary to refer to the circumstances in connection with the MESTING ON THE DIVIDE.

of the two parties and the result of the investigation of the summit. It will be remembered that two thirds of Mr. Eatons party were sent back from the Cue river to the temporary hospital erected at the Bock Park. He, however, in company with Ensign Wier and about the men pushed forward up the Cue fund they came within five inhese of the dividing ridge. This was in the middle of Apri, and in pursuance of a note received from Mr. Barnes, the engineer who had charge of the surveying party on the Atlantic side, Mr. Eaton and the others continued their way to a certain rancho, where they remained in waiting for Mr. Barnes, Four days passed and nothing more having been heard from him, the provisions meanwhile rapidly giving out, Mr. Eaton deemed it advisable to push for ward at all fazards. The rations had dwindled down to a few blacking a day and the prospects were gloomy in the extreme. A letter from Mr. Couden, who accompanied Mr. Barnes, informed them of the way to which they for the result of the party commenced them of the way to whole accompanied Mr. Barnes informed them of the way to which they had reached the "divide" and only remained to consect the lines, which for course, had provened to the recalt the course for the surveying up, making the line thirty-three miles from the mouth of t

way has been gone over, so that when the party, consisting of twenty-to-persons, all told, shail arrive at Pinogana the steam labech there in walf-line will convey them on board the fresec, and leaving this pestadte for Panama. In 1020cd to THE TOTOGETHEM. FEATURES of the Cué river, commencing at the mouth, bulls are to be found averaging from 100 to 150 feet in

height, the liver heid flowing in many places
through a solid bed of rock, which, however, is soft
from disning ratios. Further up the character of
the country changes. In the immediate vicinity of
the country of the country of the country of
the country of the country of the country of
which have an elevation of twenty feet extent
altitude. On the Facilities side, however, it is steep
only for a short distance, and seems to possess characteristics similar to those of the Une riverannely, level for about 1,000 feet; then comes
this it is again level, and subsequently discloses
numerous falls. It is, in fact, a sort of
from the sammin hair way down the Cue rivertribe then, been said and written. Under the circumstances presented travelling would clearly be out of
the question, and should the route be deemed practicable, which is donstrut, a through cut might be
regarded as a feasible one, the question of expense of such an undertaking will no doubt form a
matier of serious consideration. At present many
substantial spapir of funds, would not stop even at
exitraordinary physical difficulties, though in this
case they seem hasuraonication. This in brief is
the exact condition of admirs, and though which
ease for the under such brilliant anaspices in
Docember last. Although the anticipation, although,
when the question of rival routes are not been reallead, especially in regard to the character of the
country of the decision of the lathmas hitterto
unexplored. Many will, no doubt excuain that this
route was well known before, that it has been survered, &c.; but those people found their views on
the propose of the condition of the propose of the condition of the condition of the propose of the conditio

getting clear she kept her course westward along the coast about twenty miles off shore, and nothing of unusual interest occurred until the following (Sunday) evening when A TERRIBLE THUNDER STORM

arose, accompanied by torrents of rain, which completely deluged the occupants of the boat. The sea, which but a few minutes before had been smooth as glass, now rose in all its fairy, tossing the boat about like a feather. She was reefed down, however, and having laid to emerged from the storm in complete safety. A fine run was subsequently made during the night, the wind having meanwhile decreased in force, and the following morning the launch was only a few miles off Chepalo Island, and within about thirty miles from Pahama. In fact the occupants of the boat were congratulating themselves on their speedy passage, when the wind died out and they were again becamed. The sun shone forth brilliantly, and all hands were screening themselves from its burning rays as best they could, when all at once the clouds darkened, a slight though treacherous breeze made ripples on the glassy sea. But this warning symptom was sufficient for the experienced officer in charge. Orders were being given to reef down, when, with awful suddenness, a squad, black as midnight, struck the launch on the quarter, and in the twinkling of an eye she was almost bottom up, with the lave lauman beings

up, with the five haman beings

FLOUNDERING IN THE WAVES.

There was no help for it, and nothing could have been done to prevent it. She had been running before the wind with her boom out, but the lightning-like rapidity with which she was struck behind did not give time even for a thought. Of the five persons in the water one could not swim, but he managed to scramble with the others on the rail. In less than a minute the haunch was emptted of everything. Seeing the oars floating off and knowing them to be of the greatest importance they were immediately seized and lashed to the boat. A seaman named Bradennia, a German, was out on the end of the mast and seeing the mail bag carried away the poor fellow attempted to recover it. He was an excellent swimmer, but had scarcely make two strokes when, without any apparent cause, he threw up his bands and disappeared. He is described as naving been

when, without any apparent cause, he threw up his hands and disappeared. He is described as naving been

Suddent Prize and the state of the water of the water on all sides. Meanwhile a heavy sea swept over the launch, frequently washing off those water on all sides. Meanwhile a heavy sea swept over the launch, frequently washing off those who clung to the rail for grim death. One of the men, at imminent risk, went under the boat and managed to unfasten the chains that held the anchor as it had fallen out and was holding her bows down. A terrible fate stared all hands in the face. At nightfail the storm had not abated in the least. The man that could not swim was washed off at least six times, and on each occasion Mr. Barclay went to his rescue. Indeed, nothing but the bravery and good example of that officer served to keep the men together. At length, after four hours in this terrible strait, the mast was got clear and the rigging cut away.

A CURIOUS AND SUCCESSFUL PLAN was then resorted to. All stood upon the keel, and, leaning forward, caught hold of the ganwale. By a vigorous and simultaneous pull the launch, now destitute of everything but water, was rigned. At haif-past eight o'clock or thereabouts the officer and men commenced to row, the water in the launch reaching to their chests and the sea washing over them at frequent intervals. But little hope was entertained of satety, yet, with much ingenuity and apparent light-heartedness, the lieutenant commander stirred up his fast-falling crew, and with him they rowed strenuously throughout the dark and terrible night. Strange enough, one or two of the crow fell asleep at their oars, even deluged as they were, and awoke oftentimes to find themselves tumbing in the waves. Towards daybreak, which was looked forward to with longing hearts, Mr. Barclay, while encouraging the men, was swept some thirty yards from the inundated launch, but being a fine swimmer he soon recovered his position. The morning showed the shipwrecked crew that they had made bathe or no pr

were partly destitute of clothing and evitant to their hands. Even the work they are also allowed the was however a tremeadous surf, and the moment for decision action hed arrived, The water swent with terrific fury over the order and the moment for decision action hed arrived, The water swent with terrific fury over the order and the moment for decision action hed arrived, The water swent with terrific fury over the order and the moment for decision action had action the sand or dashed to pieces upon adjacent rocks. So, without nestitation, the four oars were hashed on a supara, and each person taking a corney on the paide [the property of the p

Arrival of Some of the Explorers-The Line acter of the Country a Barrier to the Feasibility of the Canal-Sufferings and Endurance of the Explorers-Bitten by Vampire Bats-Terrific Rain Storm-Camp and Country Submerged-All Hands Take to the Trees for Safety-A Night of Agony-Down the River on Rafts-Operations Just Fin-Ished-Health of the Expedition.

ON BOARD THE U. S. STEAMER RESACA, CHIPAGANA, May SI, 1571. At length a few of the explorers have returned, and never did a party more joyfully tread the deck of a man-of-war. That which seemed an intermina ble journey has been almost accomplished, and, although the fears recently entertained that the route would prove impracticable has been realized, it is nevertheless gratifying to know that one of the important ends of the expedition has been attained. A complete line has been drawn from ocean to ocean-a feat which very few expeditions can instly claim. Adventurers have sprung up at times and tried the experiment with the sole expectation of pecuniary advantages, but, baving merely sniffed the atmosphere of the isthmus, beat a hasty retreat to their native shores. Ingenious and long winded reports have generally followed as the result of their very limited observations, and with an effrontery which can be appreciated only by those whose experience of the country enables them to form a proper estimate of such effusions, the self-styled explorers have proclaimed certain routes as feasible, their knowledge being confined to a few scraps of information obtained from rubber hunters or Indians. If this undertaking has not succeeded in discovering a canal route by way of Atrato and Tuyra rivers, the failure to do so arises simply from the fact that it never existed in that direction. Yet had it not been for this expedition the commun ity would have been deprived of that knowledge: for nowever much some people may vaunt their acquaintance with the subject, it is only by a reliable survey, such as that which has just been completed. that correct information can be procured. Nearly five months have been occupied in carrying on operations, under circumstances that reflect credit upon those who participated in the work. On the one side, the Gulf of Darien has been thoroughly sounded, and a minute examination also the Paranchita river up to the "divide," while on the Pacific, the Tuyra and Cué rivers and their surroundings have been carefully inspected by a large surveying force. The line, as aircady inti-mated, has been finished, with the exception of a mile or two, and very important facts have been established. But the great barrier to an interoceanic canal across this portion of the isthmus arises not so much because of the height of the "divide" itself, as on account of the mountainous

"divide" itself, as on account of the mountainous character of the country all the way leading to it. For miles on either side of the Cué, for instance, ridges run out from that tortuous river, while the current runs from its course for a considerable distance through a solid bed of rock. The insurmountable obstacles presented on this side of the "divide" at once settles the question as to the impracticability OF THIS ROUTE.

A thorough examination was made on the crest, and the lowest elevation found was that amounced. In a word, considering the question of expense, the feasibility of the Atrato-Tuyra route for an interoceanic canal cannot seriously be thought of. The physical difficulties to be encountered are insuperable. To what actual distance they may extend on either side of the line is of course unknown; but, presuming that similar characteristics to those ascertained show themselves to the right and left of it for at least five or six miles, no route could be established with any prospect of success. These facts were mainly established by the party returning from the mouth of the Cue river, when drawing a line to Pinogana, which, with the exception of a few places, was n.lly all the way down. This, in brief,

then, is the practical result of the expedition which pomised so favories y even for months after the start, for it is only since the explorers on this side surveyed high is few miles of Program that the conclusion less carried fid at. The operations were nevertheath, nothing emittle great spirit and withingness, and perseverance why the foods, the same energy meanement of the work we characterized the complete the close. In previous letteranguly maintained diverted to the almost unfinited wave frequently the surveyors were subjected by the Swar to which closs inseeds which inlest the woods. Since yivalous which the line was begin there has been now sation in the savage attacks of these winged monsters. Whether in the snape of ravenous mosquitoes, composities or huge ants, they have been the cause of more suffering than all the other incidental hardships put together. Often at nightfail have the men been

shine put logether. Often at hightrait have the menbeen

OBLIGED TO FLY FROM THEIR CAMPS
in deepair, and, seeking some adjacent elevation, have endeavored to gain a few hours' simpler. And not untrequently have the macheteros, stung and barassed beyond description, rushed out into the water and passed the night unon some rocks rising up in the river. The most perfect protection in the way of netting failed to keep the pests at bay. Working their way through the smallest aperture, the mosquitoes would commence their nightly assault, with a chorus that never failed to strike terror to those who heard it. The return of the party was marked by a fresh source of tormant, which caused not only considerable alarm, but entirely removed the impressions entertained in regard to the harmlessness of the vampire bat. Almost since the beginning of this month the camps of the explorers have been nightly invaded by these unsightly objects, which never failed to leave bloody and unmistakable traces of thoir visit. They flit noiselessly about, and, when making an incision in the flesh, are said to keep their wings in motion in order to fan that part of the victim whence they suck the blood. Be this as it may, the men found themselves bitten, and, as many of the vampires were caught in the act, all doubt as to their much-talked-of propensities were set aside. That the explorers suffered very much on their return is pretty evident, and that they prosecuted their labors under greas difficulties their thin, pale and worn forms amply testify. Moreover, the pattence of the officers was not a little taxed when drawing the line from the mouth of the Oue. The entire distance to be surveyed on the homeward trip was not more than fifteen miles, but through such a dense mass of OBLIGED TO FLY PROM THEIR CAMPS

tance to be surveyed on the homeward trip was not more than fitteen miles, but through such a dease mass of

IMPENETRABLE JUNGLE

that but little headway was made. Besides, the river was rising, and fears were justly entertained that the floods would soon arrest the progress of the work. At this juncture, which occurred during the middle of the month, the nine macheteros unanimously declared that masmuch as the term of their engagement had expired they would cease to work, and notified the oilicer in charge of their determination to leave. By great persuasion, however, they were induced to remain in order to assist in the removal of the camp. But a circumstance arose which compelled at hands to hy for safety.

Rain fell in torrents both day and night, and soon the swollen river began to inundate the banks. At noon on the 1-th inst. the water had risen over ten feet, and although the camp of the surveyors was situated on comparatively high ground, the stream came rapidly flowing in, threatening all the while to wash it away. In this desperate strait a party struck deeper into the woods in nopes of striking higher ground, wading waist deep while pursuing the search. To their surprise they found the surrounding country submerged, and it is needless to add that they returned to the camp with all possible despatch. The camp was now over three feet under water, and there being no prospect of the river falling, all hands took to the trees as a last resort. The scanty provisions remaining, together with the finstrainents, had been already placed out of immediate danger, but there was nevertheless sufficient reason to apprehend that they would shortly meet the same fate as the other movables in the camp. Down poured the torrents without cesses and cent reason to apprehend that they would shortly meet the same fate as the ot

being suddenly aroused commenced a siege. It was now impossible to escape, and some poor feilows, thus

chained to A world fate,
endured the most indescribable tortare. Still the water rose, and the hopes of many, dreuched and soaking with the rain, began to fade. But few words were spoken, for all awaited the issue of events with breathless anxiety. An hour after midnight the rain ceased. Three hours later the water began to fall and rush in streams toward the river. A feeling of joy and thankfulness prevailed. There was on hand but one day's rations, now rendered almost unfit for use. A might of terribe suspense was drawing to a close, and as the long-wished-for daylight dawned hope eneered an hands to action. It was found after sounding that there were seven feet of water beneath, and that it was yet impossible to descend. After some conversation it was determined that the best, and in fact the only thing to be done was to construct raits and proceed to finogana, all ideas of continuing the line to that settlement being temporarily abandoned. At seven o'clock all hands descended and found themselves waist deep in water. Without much ado the rafts were hastily constructed, and towards ten o'clock the entire party went sweeping down the river to Pinogana, where they encamped on the cemmon.

ceived the warmest congratuations from his friends on his narrow escape. Still suffering from the effects of his perilous adventure the doctor placed him on the sick hist. After two days' rest, however, he was able to move about, and has now recovered. No intelligence has been received from the approaching party for the last week; but it is likely they are near at hand. Owing to the present aspect hie after a storeship Guard will not eave Aspinwall for New York with the officers of the expedition before the 5th of June.

Arrival of Some of the Explorers—The Line Nearly Campleted—The Mountainous Character of the Country a Barrier to the Feasiremained only three miles of the line to complete the survey. It should have been finished before this, but the work has been undoubtedly retarded by the recent floods. Commander Selfridge may arrive to-morrow with the remainder of the party, in which case the Resaca will start immediately for Panama. There being a doubt about it, however, I avail my-self of the opportunity of sending my despatch with the ship's mail, by a little schooner which leaves here in hall an hour. The storeship Guard, now lying at Aspinwall, will not leave for New York so early in the ensuing month as was generally anticipated. pared. Although fever has prevailed to some extent among those taking part in the expedition no fatal cases have yet occurred.

RIGAMY AND RECODSHED.

Dangerous Stabbing Affray in Allen Street-Fatal Effects of Meddling in a Neighbor's Affairs-Ante-Mortem Statement.

About two o'clock yesterday morning Coroner Young was hurriedly called from his bed to take the ante-mortem statement of Anton Sayle, a German, who had been dangerously stabled in the abdomen by Philip Schaefe during a quarrel between them in front of their resi dence, No. 31 Allen street. The Coroner responded promptly to the cail; but before reaching the house Schaefer had been arrested by the Tenth precinct police. The quarrel, it appears, originated about a young woman living with Schaefer, whom, it was charged, Sayle had decoyed away. Below will be found Savie's statement before the Coroner:-

charged, Sayle had decoyed away. Below will be found Sayle's statement before the Coroner:—

About four weeks ago Mr. Schaefer's wife died in the hospital. He then lived at No. 31 Alien street also. His name is Philip Schaefer. After his wife's death he took a girl by the name of Mann to live with him, and as ne took her round with him to the theatres and other places the people around thought he was going to marry her. About a week ago this girl told me that she had found a letter in Schaefer's house which stated that he had a wife and six children in Germany, and that she would not marry him if that was so; she left his house several days ago; a day or two ago! heard that Schaefer blamed us for his girl leaving him; I heard that he had called me had names, but I heard of no threats; this evening I was standing at the door of my store talking with Mr. Haller, who lives up stairs, when I heard Schaefer say to a girl named Emma Goss, who also lives up stairs in my house, that it was through me that his girl had left him; he then commenced calling me had names, such as "damn thief," "scoundrel," "robber," &c., and said, "Come on, I will fight you;" I told nim if he wanted to fight to come outside, and I went toward his door; as I did so he pulled a knife out of his poeket and stabbed me twice in the abdomen, and also cut me in the left hand; Schaefer ran inside his shop and locked the door; I went into my own place and sent for a doctor to dress my wounds; I never had any trouble before with Schaefer.

After this statement was taken Schaefer was committed to the Tombs by Coroner Young. The injured man's wife positively denies the statement that her husband went inside Schaefer's door after him. On his way to the Tombs he said to the officers,

"My head is no had that I did not know what I did."

omcers,

PRETENDING TO BE MAD,

"My head is so bad that I did not know what I did.
I struck him with something, but I don't know with
what." And on being asked, "What about the
knife?" said to Captain Ward, "I'll tell you some
other time."

ARMY INTELLIGENCE.

The Army General Recruiting Service of the Eastern Division has been ordered to forward twenty-

HAVAL INTELLIGENCE.

Chief Engineer Charles H. Loring has been detached from the Navy Yard at Wasnington and or-

dered to special duty at Boston, Mass. Lieutenant Brice has been ordered to the receiving ship Potemac at Philadelphia, and Lieutenant Forsyth to the Philadelphia Navy Yard. Lientenant Chesley has been detacted from the Saugus and placed on waiting orders. BROOKLYN AFFAIRS.

Catharine Murray died suddenly yesterday afternoon in the street from the bursting of a blood vessel. The body was taken to the residence of the deceased, No. 122 Park avenue.

Mrs. Mary Hopkins was taken with a hemorrhage of the lungs while ascending the stoop of her dwelling. No. 471 Degraw street, and died before the arrival of a physician.

Suicide by Hanging.

years of age, a native of Germany, thirty-four Williamsburg Gasmitted suicide yesterday in the

ing himself to the end omnany's works by hang-

ployed by the Gasight Compa.

Topwas an industrious and faithful sorted say, impelled to self-destruction, big lorkman. He was of a fair girl who had tampere the day because and whom he had induced to lork Fatherland a month or two ago for the purpose of Fatherland a

Internal Revenue Changes lu Willian burg

Brooklyn, E. D., has been relieved, and Mr. J. d.

Heath has been directed to take possession of his

office. In the Fourteenth ward Assessor John T.

Venus is supersoded by H. W. Hughes. Captain Cochen, President of the Grand street and Newtown Radroad Company, has been superseded as Assessor at Large. Other changes have also been directed by Gen rat Jourdan to effect the consolidation that the law ordains.

Sanguinary Seasation on Shipboard. Captain William Foster, of the bark Norn, who is charged with having beaten his colored cook and

knocking him overboard on Saturday night last,

was brought before Justice Delmar, at the First

District Court, yesterday, where he demed all the

allegations in the complaint and stated that he had, on the contrary, saved the life of a boy whom the colored man attempted to murder. Counsellor Keady appeared for Captain Foster and the hearing of the case was set down for Friday next. The first mate of the vessel, who was the principal aggressor and for whose arrest a warrant was issued, has made his essame.

The Common Council.

The Board of Aldermen met yesterday afternoon.

A veto was received from the Mayor against the

resolution authorizing the Registrar of Arrears of

Taxes to have prepared certain clank certificates of

indebtedness. The reasons for the veto are that

the resolution contemplates the purchase of ma-

terials to an unlimited amount, in instalments of

\$100 each, which is in violation of the provision of

the charter, which provides that "no debt or obli-

gation of any kind shall be created against the city

gation of any kind shall be created against the city except by ordinance specifying the amount and object of the expenditure." It is also in conflict with the provision prohibiting the procuring of materials to an amount exceeding \$100 unless by contract with the lowest bidder. A resolution authorizing the laying of the Serimshaw pavement is also returned by the Mayor, as usual. Police Justice Waish sent in a communication charging that the driver of the "Black Maria" is an unit person for the position, inasmuch as he takes prisoners who are

tion, inasmuch as he takes prisoners who are charged with felonies to the jall without even hand-cuding them. It was resolved that no regular meet-ing of the Board of Aldermen should be held after the second Monday in July. The summer vacation will last until the last Monday of September.

The Gues Homicide. The investigation in the case of John Gass, who was struck on the head on the morning of April 25,

on the corner of First and South Second streets,

E. D., was resumed yesterday before Judge Walsh.

A youth named James Walsh, who witnessed the first part of the quarrel between John Connor and

deceased, and then followed them to view the ter-mination of the difficulty, was called to the

stand and testified as follows:-I was in a lumber

yard corner North first street and First, E. D., and

afterward at the corner of South Second street.

THE RUSSIAN CORVETTS.

Mistakes Regarding Her Mission-Progress

Russian Officers.

of Overhauling-The Truth of the Wrecked

Oneida and Prospective Reception of the

The officers of the Russian imperial corvette

Vsadnix, which arrived at this port on the 8th,

have been troubled by petitions to see the gorgeous

on the vessel for the purpose of appropriately celebrating the birthday of the Grand Duke

George Alexandrowitch, son of the heir apparent

to the Russian Crown. The services appropriate to

the occasion were held in the Greek chapel, Second

avenue, on Sunday, and fully described in the HER

and of the following morning. The gentlemen officers on board and the civil officers more perma-

nently located here have, in consequence of the in-

correct description of what is not to take place,

formed an impression that the lesser journals of

New York are more to be relied upon for what does

not take place than for that which is passing before

their eyes. That the corvette is, as the HERALD has

stated, undergoing a thorough overhauling, cleans-

ing and painting, is true, and the process will be

continued even afterh a r arrival in dock, if not com-

pleted before. But it is simply a desire for cleanit-

ness and consequent healthfulness that has caused

nitely gorgeous adornments of the deck for an

occasion arready appropriated, recognized, and not

of necessity to be repeated, are but the maggety

outgrowth of overheated brains, all too sensitive

to the summer solstice. The corve tie, now lying at the Compass buoys, is being thoroughly rentted, and

the officers are receiving every desired courtesy from the people of New York. On the occasion of

the special celebration at the chapel here all the

the special celebration at the chapel here all the officers who could be spared from the ship were present, and when the vessel shall have been thoroughly refitted there will be services on board, as usual, and, perhaps, as a mark of arrival here and of thorough overhausing, there may be some trifling extra deviation. The Rev. Nicholas bjerring will conduct the service on occasions during the stay of the vessel, but the chapel programme will not be otherwise interfered with.

the following:—
Captain—D. Michaloff.
Lieutenauts—Staritsky.

Captain—D. Michaloff.
Lieutenants.—Startisky, Zuboff, Oestelletsky, Cherekoff and Degaraloff.
Artitlery Lieutenant.—Koltechak.
Surgeon—Lenskoy.
Sub-Lieutenants—Raingart, Vicihelft, Annatalvitch and Polisaioff.
Navigation Sub-Lieutenant—Wassilieff; assist-

Nacigation Sub-Lieuwhard ants, Sherakoff, Urgens. Engineers—Chief, Illiene; assistant, Bronhoft

the work, so far as it has been done, and the indeft-

made his escape.

ENGLISH VACHTING.

The Three Days' Regatta of the Reyal London Yacht Club Brought to a Close.

The Race Round the Nore Lightship-The For Hound Takes the First Prize.

--- June 3, 1871. The three dame and on the Thanks was brought a cross on Wednesday last (May 31) with a match for jachts of any rig, under the auspices of the Royal London Yacht Club, the course being from Erith round the Nore Light and back to Rosherville. The weather was everything that could be desired, the rays of a bright summer sun being most agreeably tempered by a fine fresh breeze of whole lowersall strength, and the match throughout was of a most interesting character, the absence of the reoubtable Vanguard—the winner of the principal very on the two preceding days-rendering it a two class. The entries were divided into thirty tons and wards, and the second class yachts of fifteen tons and polynomial wards, and the second class yachts not exceeding thirty tons, as under:-

guineas for the first class, and thirty and fifteen

guineas for the second. All the above started with the exception of Major Ewing's big schooner Gwendolin, whose appearance among the entries, indeed, created no little surprise, as in the absence of any time scale for difference of rig she could not possibly have any chance in peating to windward against the cutters down the narrow reaches of the Thames, more especially as

the start, in accordance with the established cus-

beating to windward against the cutters down the narrow reaches of the Thames, more especially as the start, in accordance with the established custom of the Royal London Yacht Club, took place as high up as Erith.

The yachts comprising the second class were started at three minutes to twelve, with the first of the ebb, and all four very smart with their canvas, the Lizzle, with the weather berth, taking the lead, followed by the Thought, Santry and Vampire in the order named. The wind was about north-northeast, which enabled them to reach down Erith Rands some three or four points free, As soon as the small fry were fairly clear the signal was made for the larger craft to get under way, and all canted to the northward, on the port tack, the Volante, to windward, being first away. A reaching wind, nowever, was all in the Julia's favor, and she at once bore up and overhaul the Volante and attempted to pass of her weather gage, whereupon the Julia—not caring, apparently, for a jockeying match—at once bore up and went through her opponent's loe. Whole mainsails and large working topsails were the order of the days—the Foxhound, in addition, setting a large balloon jib, while ait the rest ran up jib toosail and laid their course down Erith Rands into Long Reach, the order being—Julia, Volante, Foxhound, Aleyone and Nilved a point or two further east to enable them to lay down the Reach. The fresher wind now began to tell a tale upon the lowering canvas, and one or two of the competitors came to gried with both gear and spars, but the misings were not of a serious character and did not materially affect the result of the match. Opening Sea Reach they met the wind freshened and shifted a point or two further east, and all named across under the north shore, so as to enable them to lay down the Reach. The fresher wind now began to tell a tale upon the towering canvas, and one or two of the competitors came to gried with both gear and spars, but the misinaps were not of a serious character and did not materially affec afterward at the corner of South Scoond street, when I saw this difficulty; saw a large, tall man with a stick; also two other men standing at that point; the tall man went up to them, and I saw thin lighting with them; then one of the two foll down, and the tall man whistled and said something to two other men; the man who was with Gass ran away after Gass was hit, as also did the others; do not know wint description of hat the tall man had on; only noticed that he had a mustache; I told another boy of this, but not the police.

On the cross-examination to which young Walsh was subjected he said:—I walked along the westerly side of First street watching the tail man on the opposite side, who walked to South First street, where he took a stick from a cart; this man then returned to First street, went as far as South Second street, where the man Gass and his friend stool taking; upon catching up with them the tail man had a fight with them, which culminated in the striking of Gass twice with the strek; the tall man retraced his way toward Grand street, while two other men ran in different directions.

The father of the boy testified that James was totally unworthy of belief. The case was then adjourned until this afternoon.

As the Alcyone and Niobe neared the lightship the former was leading by about a cable's length, but as she tacked for the last time the Niobe went about as she tacked for the last time the Niobe went about simultaneously and came under her lee, just cutting her out and rounding first by some five and twenty seconds. After rounding sheets were eased off and the Julia—having previously got the yard across—as usual, got up square sail and sqare topsan for the run before the wind. The otners set spinnakers and large working topsails, with the exception of the Aleyone, which sent up a ballooner. The Thought also set a balloon jib. On tacking for the Julia the wind now fell lighter, in addition to which the first part of the run nome was against the last of the ebb, and as the young flood began to make, the stern chasers were the first oget the benefit of it. Off the Chapman it was plain that the Foxhound was running the leaders and fast dropping the Volante. The last named, indeed, was doing anything but well before the wind, and at the top of Sea Reach both the Niobe and Alcyone ran through her lee—the last named now being third. The Vampire also ran the Thought and Lizzie and took the lead in her class. The same positions were maintained without any noteworthy change during the remainder of the run home—the match being ultimately concluded at

The Foxhound thus became entitled to the first prize in her class and the Aicyone to the second—both having come within their time of the Julia, with plenty to spare. The first and second prizes in the second class were won respectively by the Vampire and Lizzie, the last named having come within her time of the Thompit. within her time of the Taonght.

The match was accompanied by the Albert Edward (saloon boat) on board of which the prizes were subsequently presented by Vice Commodore Broad-

BANK ROBBERY.

Thirty Thousand Dollars Stolen from the National Fulton County Bank of Gloversville-Five Thousand Dollars Offered for the Recovery of the Pands. GLOVERSVILLE, N. Y., June 19, 1871.

occasions during the stay of the vessel, but the chapel programme will not be otherwise interfered with.

During the stay here, and when the corvette shall have been thoroughly redited and brought up to the city, it is expected that she will be visited by some of our more prominent naval and civil officers and by prominent citizens here. When the vessel shall have been put in readiness for visitors every required courtesy will be extended to those who have privilege on board; and, in recognition of the kindly feeling existing between this nation and Russia, it may be well to state that the officers of this port have in preparation a reception of the corvette's officers, including a ball, which will be more especially in recognition of the manly services rendered by the corvette in rescuing the men of the United States ship Oneida, when run into in the offing of Yokohama, Japan, by the Pacific and Uriental Steamer Bombay.

The feeling in regard to the running down of the Oneida was, it will be remembered, very strong. In accounting for their not having remained to cassist the men of the Oneida after the accident the officers of the Bombay declared on oath that they heard no signal of distress and were not aware that any serious injury had been done. In apparent contradiction of that statement, Captain Michaloff, of the corvette, says that while he was fully ten miles to the windward of the Oneida he distinutly heard the signal guns, and that having heard them he proceeded directly to the relief. By doing so he was enabled to save forty of the men then struggling in the water and render other valuable service. To the men of the Russian corvette it seems inexplicable that those on the Bombay should not have heard the guns, as they were to the leeward of the Oneida, and in far better position to hear than they were. These peculiar facts have given rise to additional inquiry, and already the officers and men of the Vsadnix are the recipients of appropriate testimonials from the State Department for the manly service The National Fulton County Bank, of Gloversville, N. Y., was robbed on Saturday last at about one P. M. The property taken consisted of the following bonds and money:-Five United States bonds of ing bonds and money:—Five United States bonds of sixes of 1881, \$1,000 each, Nos. 53, 54, 55, 56 and 10,752; also a \$1,000 bond of 1892. No. 14,852; one of \$1,000, No. either 70,686 or 70,687; one of \$100, No. 17,600; one of \$50, No. 51,233; one of \$100, No. 0,671; also turce \$1,000 bonds of the town of Johnstown, and \$20,000 of bonds of the state of North Uarolina, special tax; also one \$600 bond of the Fonds, Johnstown and Gloversville Railroad, No. 309; all the bonds with the coupons attached; also \$1,000 in mutilated currency.

A reward of \$5,000 will be paid for the recovery of the money and bonds or in proportion for any part thereof, and \$1,000 for the apprehension and conviction of the robber.

FREE MEDICAL COLLEGE FOR WOMEN.

A charter having been obtained from the late Legislature for the establishment of this college the trustees, among whom may be found some very prominent gentlemen and ladies, as the Hon. Allen C. Beach. Lieutenant Governor of the State; Rev. O. B. Frothingham, Hugh Hastings, Dr. Sarah Martin, Dr. Sarah S. Chevalier, Dr. William White, Dr. Frederick R. Marvin, Dr. J. G. Attwood and others, met last night at 104 East Twenty-fifth street, to discuss the best means of carrying out the proposed object of the college. As the name indicates, this movement is to give to women a full, critical medical education free of all expense, thus opening to many who could not otherwise reach it a very important field of labor. The chairs have not yet been field, but among those whose services will in all probability be seenred are men and women well known in the profession.

It is expected to open early in the fall, a building having been put at the disposal of the trustees for the purpose, and although, as far as present funds are concerned, the college is already established on a firm basis, the hearty co-operation of the citizens of New York is asked for the furtherance of this timportant movement. All information can be obtained from Dr. Frederick R. Martin, 54 East Nintu street, or C. Beach, Lieutenant Governor of the State; Rev.